

THE RIO NEWS.

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RIO DE JANEIRO, AUGUST 5TH, 1887

NUMBER 22

OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.
THOMAS J. JARVIS,
Minister.
BRITISH LEGATION.—Travessa de D. Manoel, No. 8.
H. G. MACDONELL,
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earnestly solicited. Communications should be addressed
to the Hon. Secretary—D. ROBERTS, Caixa no Correo, 75.

TRAVELLER'S DIRECTORY

RAILWAYS.

DOM PEDRO II.—*Paraná Express*: Carriage train
leaves Rio at 5:15 a.m., arrives at Barra do Piraí 7:25, Barra
Rio 8:35 and Itaboraí (terminus) at 9:25 p.m. São Paulo train
leaves Rio at 6 a.m. arrives at Barra at 8:15 a.m., and Cachoeira,
where passengers for S. Paulo must change, at 12:10. From
Barra Rio train leaves at 10:02 a.m., arriving at Porto Novo
da Cunha at 11:42. *Diamond* train leaves Barra at 5:15
a.m., Cachoeira 6:15, Barra Rio 7:20 p.m., Porto Novo
at 11:05. Entre Rio 2:10. The S. Paulo train arrives in Rio
at 6:45 and the Central train at 8 p.m.
Limited Express, leaves Rio at 7 a.m.; arrives at Barra
at 10:25; Barra Rio at 12:25 and Marinho Procópio (terminus)
at 6:50 p.m. S. Paulo branch leaves Barra at 11:20 and arrives
at Cachoeira at 6:55 p.m. From Barra Rio train leaves at
8:15 p.m., and arrives at Porto Novo at 6:05. *Diamond*
train leaves Marinho Procópio at 5:30 a.m., Cachoeira 5:50
and Porto Novo 5:59, arriving at Rio at 5:10 p.m.
Mixed Train, leaves Rio at 8:30 and 9:30 a.m. 7:15 and
5:20 p.m. first goes to Barra Rio arriving at 8:30 p.m.; second
and third to Barra arriving at 9:10 a.m., and 3:55 p.m. and
third to Barra arriving at 7:20. *Diamond* train leaves Barra
Rio at 4:30 a.m., arriving at Barra 9:17 and Rio at 5:30 p.m.
leaves Barra at 4 and 5:30 a.m.; arriving in Rio at 9:15 a.m. and
11:15 p.m. and leave Barra at 5:10 a.m., arriving in Rio at 7:50.
Night service: Train leaves Rio at 10 p.m. every Friday,
arriving at Barra at 12:30 and Porto Novo at 5 a.m. *Diamond*
train leaves Barra at 10:50 p.m., every Monday,
arriving at Barra at 5:15 and Rio at 5:30 a.m.
S. PAULO AND RIO.—Train leaves Cachoeira at 12:20
p.m. arriving at S. Paulo at 6:10 p.m. *Diamond* train leaves
S. Paulo at 6:45 a.m., and arrives at Cachoeira at 12:40 p.m.
where passengers change to the D. Pedro II. line.
CANTAGALLO R. R.—Leaves Nilópolis (Sant'Anna)
6:30 a.m., arriving at Nova Friburgo 10:35. Coaches (1 hour
per train) from Cantagallo 12:45 and Alacena 1:45 p.m.,
return train leaves Manocás 10:05, Coité 11:05 and Nova
Friburgo 12:05 p.m., arriving at Nilópolis 2:20 p.m.,
every boat runs between Rio and Sant'Anna, connecting with
trains.
CORCOVADO R. R.—Trains leave the Station at Cosme
Vello, Laranjeiras, at 6, 8, 10, and 12 a.m., and 4, 6, and
8 p.m. on Sundays and holidays; and at 2 and 12 a.m. and
at 4:30 and 8:30 p.m. on week-days.
PETROPOLIS STEAMERS AND R. R.—Steamers leave
Tratado Atia at 4 p.m. week days and 7 a.m. Sundays
and holidays. Returning trains leave Petropolis at 7:30 a.m.
week days, and 4 p.m. Sundays and holidays. Mixed
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Dr. W. J. Fairbairn, M. D. Editor Surgeon and Physician.
Office: Rua 1.º de Marçõ, No. 956 from 11 to 1 p.m., and
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THE RIO NEWS

PUBLISHED TRI-MONTHLY

for the mail packets of the 5th, 15th and 25th of the month.

A. J. LAMOURKUN, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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RIO DE JANEIRO, AUGUST 5th, 1887.

The legislative record since our last issue has been barren of general results, the proceedings being very largely of local interest only. The Teixeira banking project has been reported back to the Senate considerably modified, but the interest in it is decidedly lukewarm. There is very little probability that any important banking project will be adopted, and much less that one so little understood and appreciated as that of a national system will even receive favorable consideration. Some little discussion has been aroused over the action of the government in regard to the registration of slaves as of "unknown parentage," but with no other result than to develop the purpose of the ministry to do just what it pleases regardless of law or precedent. Several judicial opinions had already been given, declaring that a slave could not be registered on a declaration of "unknown parentage," but the ministry ignores these and declares that the master can so register them. Such a decision is clearly contrary to law and equity, for it dispenses with an important safeguard against the reduction of free persons to the condition of slaves. It would appear hopeless to expect any liberal interpretation from this ministry of any law affecting slavery, and it will probably be quite as difficult hereafter to obtain anything liberal and tolerant in matters relating to religion. Senators Dantas, Tamy and others may as well hang their harps on a willow tree, and retire from public life.

THERE has been a puzzling undercurrent of opinion here during the past month, for which it is difficult to find a satisfactory cause. Several times it has been stated in both houses of the General Assembly that a war with the Argentine Republic is imminent. The press has not discussed the question to any extent, simply because it has no definite information. Senator Avila, Deputy Lourenço de Albuquerque, and the others who have assumed the character of heralds, have given us no reasons for their declarations, nothing of disturbance has occurred on the frontiers, and the Argentine press has been pacific even under provocation. And yet, it must be confessed that the men who have sounded the alarm are not generally considered alarmists, or sensationalists. Then, too, the only explainable reason why Senator João Alfredo has come to the support of the Cotepepe ministry is that of some impending danger which requires a strong and hearty support

of the government. Outside of political circles, the opinion is far from being uncommon that a war is impending. Every one knows how great are the financial difficulties of the Treasury, and yet not a voice is raised when the minister of agriculture asks for an extraordinary credit of 15,000,000\$ for the building of a strategic railway across Rio Grande do Sul. To reinforce the ranks of the army, the Princess Regent issues a general pardon to deserters, and the work of recruiting is again beginning to attract attention. And during all this, it is whispered about that the Argentine commission on the Misiones frontier is far more interested in making a topographical map of the country than in finding the true boundary line. We can not really see that either side wants war, or intends war, but these rumors and preparations are very puzzling.

WE understand that the Centro do Commercio e Lavoura is studying plans for promoting immigration to the province of Rio de Janeiro and for realizing the transformation of labor. The ultimate objects are certainly good, but like nearly all such efforts in Brazil the means to be employed are altogether ill-timed and visionary. There is abundant labor in Brazil for all immediate requirements, but this is invariably overlooked for the untired assistance of the immigrant. Up to the present moment we have not seen one serious discussion or plan in regard to the future status of the freedmen in Brazil. There will be a million and more of them—all poor, homeless, friendless, and able to work. They will not die from cold and hunger in Brazil, for nature will be an indulgent mother to them all; but they will be vagabonds, idlers, beggars, thieves and assassins. What else can be expected? Without experience and knowledge of the world and with the vaguest ideas of what liberty and self-support mean, they are to be cast off and left to shift for themselves. No one thinks of providing colonies for them, no one thinks of arranging labor for them at fair wages, no one even dreams of providing them with homes upon the unsettled lands of the nation. They are accustomed to the climate and the methods of labor in vogue, but no one dreams of employing them; they are tractable and trustworthy, but no one cares to befriend them. It does not occur to their masters that the enforced labor of these people has enriched the country, and that there are but few families and fortunes that have not been built up on foundations laid by their humble hands. All this is forgotten. The slave is accused of being ungrateful; but where is the gratitude of his master? And where is the justice—to say nothing of the injustice of slavery itself—of expecting industry, ambition and good conduct from an ignorant, debased race thus treated? We firmly believe that kindness and generous treatment will retain a majority of the freedmen in the country and develop them into trustworthy laborers and orderly subjects. We are confident that Brazil has far more to hope from them than from the majority of the Italians which speculators are now introducing under the aid and protection of the state. It now the Centro wishes to do a really patriotic and beneficial work, let it turn its attention to this one great problem:—the establishment of the freedmen on the soil, in homes of their own, and with all the protection which law and the generous sentiments of the public can accord to them. Let them not be taken from under the lash of the master to be plundered and driven by magistrates and police and society, but let them be encouraged to labor for themselves, to educate their children, and to respect and obey wise and just laws.

It is a thankless as well as a difficult task to interfere in matters affecting other persons, and especially where such interference is generally considered unwarranted and impertinent. So far as these matters relate to purely private affairs we are not in the least inclined to meddle. We do not care to know how much profit a merchant makes on his goods, nor how much his table costs him; nor do we care to know the private contracts between a banker and his broker, nor between a bank and its depositors. An honest man's business requires no investigation, nor will people ever care to bother themselves about it until the rogues have succeeded in unsettling all public confidence. It is for the interests of good, sound business men, therefore, that no protection whatever be accorded to crooked transactions and tricky firms, and that all failures, embarrassments and changes be made immediately public. Such matters are not to be considered strictly private, for they affect a wide circle of individuals directly, and the whole business community indirectly. It has been the custom in this city to make defaults and failures purely personal matters between the parties interested. The newspapers rarely ever announce a failure, never discuss it, and never make known the result. One day we hear rumors of a failure, and we hear also that certain good houses have lost by it, but the next day an air of mystery hedges it about, and the third day no one knows anything about it. The bankrupt house either disappears, or resumes business, and the public knows nothing whatever about its standing. This, we contend, is an injustice to the whole community, for it condones pure misfortune with sheer trickery, condones the latter, and paves the way to draw others into similar losses at some future day. And it gives color to the belief that honest, reputable business men are not as scrupulous as they should be in exposing rogues and unsound methods of business. We may be told that these arrangements are none of our business, but at the same time we are convinced that they are legitimately and clearly within the limits of newspaper inquiry. The other day an important firm of bill brokers failed in this city, and their liabilities are said to exceed 7,000,000\$. It is also said that one bank holds paper bearing this firm's signature for some 3,000,000\$, another bank for 1,600,000\$, and still another for about 1,000,000\$. Other banks and a large number of business houses are known to be involved, and for days the whole *praça* was waiting for the crash to come. Eventually, however, the three banks chiefly concerned resolve to liquidate the affair and prevent trouble if possible. Now, this action is right and sound, but for the credit of the whole community is it right that it should be so deeply shrouded in mystery, and that no steps should be taken to expose the questionable methods of business which led to the failure? This firm has long enjoyed favors at the principal bank of the city which no reputable business house could obtain. It could get money when the bank was refusing to discount. It could do anything and everything. Now that trouble has come, would it not be wise to clear the way at once for sounder business methods in the future? At this moment, no one knows where the lightning will strike next, for the city is full of rotten firms and unsound business methods.

THE *Jornal do Commercio* of the 4th instant contains a communication from the department of agriculture in regard to the action of the German government against emigration to Brazil, which merits a few words of comment. It would seem that the immigration rumors in Europe have been

deluding ignorant people with promises of all kinds and descriptions, and the German chancellor has very properly undertaken to put a stop to it so far as his authority extends, particularly on account of the Costa Pinto contract. In response to this the government says that no contract whatever exists for "the importation of immigrants," the two contracts existing being simply to the effect that the government will pay certain differences in the costs of transportation. Also that no immigration agent in Europe has an official character. Now all this is mere hair-splitting! The Hamburg Colonization Society has a contract for the introduction of colonists, and receives a stipulated subsidy from the national treasury for the same. Both of the recent contracts with Costa Pinto and J. N. de Vincenzi & Son are for the introduction of a specified number of immigrants, the government agreeing to grant certain favors and to pay the whole passage money in case these immigrants settle on the plantations under labor contracts. It is pure folly to make denials of this on the strength of the word "importation." It is not the phraseology, but the spirit of the arrangement that concerns us, and this, we insist, is clearly in the light of official responsibility. Then, too, the provinces of São Paulo, Minas Geraes, Pará, and Amazonas (perhaps others also) have special contracts for the introduction of immigrant laborers, all of which are signed by the presidents of the same, who are imperial and not provincial officials. The province of São Paulo has published an "immigrants' guide," full of errors and deceptions, a half of the expense of which was paid by the national treasury. The province of Rio de Janeiro is publishing a similar "guide," and an official in the department of agriculture is now publishing another. Besides that, the chief of the immigration bureau has prepared an absurd map for immigration purposes, for which the government is certainly responsible. All these documents are printed for circulation in Europe, and the government is responsible. The men who circulate them and make false promises may not be regular officials, but they certainly have the countenance of the government and will be considered as having all necessary official authority.

THE "SERRA INCLINES" QUESTION.

It will be remembered that a considerable discussion was aroused some months ago over the report of the fiscal engineer of the São Paulo railway upon the additional mileage on the Serra section and the consequent increased cost of transportation. It was stated that this additional mileage was conceded to relieve the government from the onus of meeting a deficit in the earnings, and was therefore provisional in character.

We have recently seen a copy of a "memorandum" by Mr. D. M. Fox, C. E., who was formerly resident engineer and superintendent of the line, on this question, from which we make the following extracts. It will be seen from these that the authorities and the public here are very widely astray in their criticisms:

The Fiscal Engineer, in his remarks as to the additional length given for tariff purposes to the inclined planes, and consequently to the whole line, entirely misses the point. He states that "this exceptional measure" was taken in 1874 "to relieve the Government of the onus of making up the 7 per cent. guarantee," "which the traffic of the line up to that time," he says, "failed to do." Now the fact is, that in 1873-74, the line more than earned the full 7 per cent. guaranteed interest, and after distributing 8 per cent. dividend to the Shareholders there remained a surplus of £13,780, half of which was paid in September, 1874, to the Imperial Government as their share. As the tariffs in question were not approved till December,

1874, it follows that for six months previously to their coming into force there had been no "onns" to the Government, and some other reason than that specified by the Fiscal Engineer must therefore have induced the Company to propose, and the Government to approve, not as a temporary measure to raise the revenue, but as a matter of convenience and equity, the tariffs and traffic regulations, based on the strictly legal rates of the Concession, but allowing an increased mileage on the exceptional inclined planes on the Serra;—and it is well I should state the facts at length.

In 1867, on the opening of the line, tariffs were organized and approved on the basis of those indicated in Clause 32 of the Concession; and in order to pay off the premium paid by the Imperial Government to the contractors for opening a year or so in advance of the contract time—viz., £40,000 or thereabouts, a "taxa adicional" of 20 per cent. was put on and incorporated with the tariffs. The product of this sum (I think in the first year) paid off this premium, but as the line did not then pay the full 7 per cent., and the high tariffs, with the extra 20 per cent., did not appear to be prohibitive, the tariffs were reorganized and the extra charge partially retained. These tariffs, somewhat in excess of the rates specified in the Concession, compensated for the exceptional cost of transport on the inclined planes, which ascend 2,600 feet or thereabouts in 5 miles or 8 kilometres with gradients of 1 in 10.

These rates, more or less modified, but always somewhat in excess of the strict legal rates of the Concession, continued in force till 1874, when, owing to the opening of the several branches and extensions of the Trunk (all of which had Concessions with similar tariff regulations to our own), it became necessary to establish a uniform kilometric rate, in order to facilitate the operations of the "Clement House" for the proportionate division of revenue amongst the several companies working in common. And, of course, the only basis was the rates allowed by the Concessions—all identical in this respect. This involved our giving up the small extra rates we had been allowed to charge, and would have obliged us to take goods up and down our inclined planes, costing some £40,000 a mile, with gradients of 1 in 10, at the same kilometric rate as on locomotive lines, more cheaply constructed and with gradients not exceeding 1 in 50.

This was so palpably unreasonable, that the Fiscal Engineer, Dr. Pimenta Bueno, on the revision of the Tariffs in 1874, supported me in my claims for the inclines to be taken as 12 miles instead of 5 miles, or as 19 kiloms. instead of 8 kiloms.

Thus adding 7 miles to the 5½ miles, making 93½ miles, or 11 kiloms., 119 kiloms., 150 kiloms.

The tariffs, however, were not raised by this additional mileage on the Serra; on the contrary they were lowered all through the line, so that the intermediate traffic has not to bear the extra cost of working the Serra inclines, as was the case before the tariffs of December 1874 came into force.

The increased mileage on the Serra inclines was not—I beg leave to submit—approved "con carrier provision," for in a subsequent revision of the tariffs by decree No. 8151, of 25th June, 1881, the same additional length—"on account of the Serra inclines," was officially approved, without reservation, by the Imperial Government. Surely, in June 1881, there was no need to do this in order to "relieve the Government from any onus on account of the Guarantee," but, after 6½ years working of the Tariffs of December, 1874, with the additional Serra mileage, it was recognised by the Imperial Government that it would be absurd and unjust to apply—without compensation in one form or another—rates intended for locomotive lines to the inclines of 1 in 10 surmounting the Serra de Cubatão.

From the foregoing it will be seen that a gross injustice has been suffered by the company in the hasty conclusions of the fiscal and the subsequent criticisms of the press. We do not doubt the assertion that the rates charged are considerably too high, but the company is both willing to reduce them and has long since made propositions to that effect. As Mr. Fox very clearly points out, however, any new arrangement to that effect should include the additional mileage on the Serra, because it would be manifestly unjust to compel the company to accept the same rates per mile for Serra traffic that are charged by the Paulista line for locomotive traffic. According to the superintendent's half-yearly report the traction expenses per mile open on the locomotive line during the half year ending June 30, 1886, were £206, while the same expenses on the Serra inclines (actual length) were £1,506—or nearly 7½ times

greater. Considering the heavy cost of these inclines, about £40,000 a mile, and the greater expense of the traffic over them, one of two things should be allowed—either an additional mileage, or an additional rate for the section in question. The first is the simpler, as it permits an uniform charge to be made, while at the same time compensating the company for the additional labor and expense of carrying freight over a very difficult piece of road.

DEPARTMENT OF AGRICULTURE.

Railways.

Government lines.—"Baturité" line, province of Ceará, has a total extension of about 109½ kilometres, and cost, up to December, 1886, 4,858,717\$601. In 1886 the deficit was 6,537\$417, which is the first deficit made by the line. This deficit is stated to have arisen through repairs and renewals of rolling stock; the expenses increasing from 250,493\$ in 1885 to 286,002\$ in 1886. The director of the line considers it advisable to extend the rails to Quixadá, 84 kilometres, which is already surveyed.

"Camocim to Sobral" line is about 129 kilometres in extension and costs 3,506,780\$714. The deficits have been constant and reached 99,341\$524 in 1886.

"Recife to S. Francisco," (Palmares to Garanhuns and Recife to Carnarú.) There is no change in the prolongation in traffic, about 123 kilometres, and the total cost is stated at 24,048,423\$413. The Carnarú line has 76 kilometres in traffic, the cost of which is included in the above mentioned sum. The deficit in 1886 was 166,375\$494. The director estimates that within two years the Carnarú line will leave over 100,000\$ net, but does not hold out the same prospect for the extension.

"Paula Affonso." The extension is about 116 kilometres and the amount invested 6,813,319\$523. Modifications in the tariffs are said to have been beneficial, but in 1886 the deficit was 136,425\$844.

"Bahia extension." The line in traffic appears to have been about 227 kilometres and the capital employed 13,867,896\$220. The deficit in 1886 was 135,731\$285. The reduced tariffs seem to have produced increased traffic, particularly as regards live stock, the receipts from which advanced from 2,346\$520 in 1885 to 24,017\$960 in 1886.

"D. Pedro II." On December 31st the total extension under traffic was about 745 kilometres and the total capital invested was 98,813,143\$303, of which however 1,066,070\$8812 was represented by material on hand. The gross receipts were 691,908\$761 less than in 1885, caused by the reduced coffee carriage (29,821 tons less). The total receipts in 1886 were..... 11,568,776\$995 Expenses..... 6,484,555 294

Balance..... 5,084,221\$701

The line collected for connecting companies and the Treasury 5,269,766\$300. A satisfactory increase, 38,696, in the suburban passenger traffic is noted, which increase produced 40,127\$300.

There were 44,085 passengers for the interior, representing a decrease of 100,280\$060, or declining the increased suburban traffic, a net decrease of 60,152\$760 in receipts. Live stock showed a considerable increase—14,739—which represented 52,488\$870 and proved that the reduction in the tariff was judicious. The receipts may be summarized as follows:

Passengers:	Number:
1st class.....	1,060,542
2nd class.....	2,074,332
Language..... tons	2,105
Express..... do	13,867
Live stock..... nu.	87,719
Vehicles..... do	307
	6,091 020

Merchandise:	Number:
Coffee..... tons	142,332
Smudges..... do	277,717
Smudgy receipts.....	59,090 935
Storage.....	22,315 730
Telegraph.....	72,750 640
Rents.....	27,819 090
Fines.....	10,381 440

11,568,776\$995
"Onro Preto branch." The amounts employed in the narrow-gauge extension to Sabará and the Onro Preto branch of the Dom Pedro II are respectively 9,549,918\$062 and 3,439,378\$800.

"Rio do Onro." The extension in traffic is about 65 kilometres and the cost 917,645\$894. The deficit in 1886 was 12,577\$844.

"Fagury to Coquegy." The capital invested up to the end of last December was 21,507,501\$729 and the length is estimated to reach about 381 kilometres, which may be modified. There were about 261 kilometres in traffic and the deficit in 1886 was 70,494\$674, or about 34,000\$ less than in 1885.

Provincial lines.—"Cantagalla." The extension in traffic was about 224 kilometres and the balance for the year 1886 was 12,188\$107.

"Santo Amara." Length 360 kilometres and the traffic left a deficit in 1886 amounting to 2,287\$154.

LEGISLATIVE NOTES.

July 23.—In the Senate the committee reported on Sr. Teixeira's bank bill, suggesting certain modifications, but agreeing that the bill should be discussed. Senator Tannay was rather bitter on the recent change in the ministry, and Senator Meleiros moved for certain information regarding the hydrographic office. The rest of the session was occupied in passing the department of empire estimates as amended, and the discussion by Senators Jaguaribe and the minister of war of the bill to abolish the forced retirement of judges upon their attaining 75 years of age. In the Chamber there was no session.

July 25.—In the Senate there was no quorum. In the Chamber Deputy Affonso Celso Jr., moved for information relative to alleged persecutions of abolitionists at Macabé, Rio de Janeiro. The session was occupied in the discussion of the department of war estimates.

July 26.—In the Senate an insignificant local question allowed Sr. Octaviano to declare that justice could only be obtained by favor from the ministers. The department of justice estimates were discussed by Senators Affonso Celso, Camillo de Oliveira and the minister. In the Chamber Deputy Custodio Martins complained of the favoritism shown the province of S. Paulo in the matter of immigration. Deputy Affonso Celso Jr. asked his question regarding the recent change in the cabinet. The premier answered as was to be expected; the cabinet was firm in its position.

July 27.—In the Senate Sr. Siqueira Membr presented a project for a law reforming the electoral laws. In the debate on the department of justice estimates Senator Dantas criticised the inefficient police organization of the country and declared that correctional tribunals were indispensable. Senator Tannay also spoke. In the Chamber the session was adjourned, because of the death of a deputy from Alagoas.

July 28.—In the Senate Sr. Affonso Celso and the premier settled some private matters, in which it seems to us the premier had the better. Senator Lima Duarte asked for information about a plantation belonging to the crown which had been ceded for colonization purposes. Senator Meleiros asked for copies of the report of Col. Jardim as to navigation on the Araguany and Tocantins rivers. Senator Ignácio Martins made an attack on the cabinet and sharply criticised the dispatch of the minister of agriculture relative to the registry of slaves. Senators Meleiros, Moura de Vasconcelos and Curcio spoke on the department of justice estimates; the last seems to apprehend a conflict with the Argentine Republic. In the Chamber the minister of agriculture made a vigorous reply to requisitions of Deputies Affonso Celso Jr. and Custodio Martins. The rest of the session was occupied in discussing the estimates of the navy department.

July 29.—To-day being the Princess Regent's birthday, there was no session in either house.

July 30.—In the Senate Sr. Dantas called attention to the conflict of opinion between the minister of agriculture and the tribunals and moved for information relative to the registry of slaves as Roadways, but of unknown parentage, and also by parties who were not legal representatives of the masters. Senator Silveira da Mota also alluded to this question. The minister of justice replied to preceding speakers on the estimates of his department. In the Chamber there was no session.

August 1.—In the Senate there was no quorum. In the Chamber the death of one of the Bahia deputies was announced and the house adjourned.

August 2.—In the Senate the minister of finance replied to Senator Dantas' motion for information regarding alleged irregularities in the registry of slaves. The minister defended his colleague at the department of agriculture in declaring the registry legal and was decidedly energetic, concluding by the expression of a hope that the judiciary would content itself in observing the laws as passed and not listen to the advice of Sr. Dantas. The minister was much interrupted, and H. E. seems to have used rather unparliamentary language, which however he withdrew. The question will be further debated and is likely to prove of interest to the local political interests. Senator Tannay and the minister of justice spoke on the estimates of the latter's department; little reference however was made to them, the discussion principally consisting in Sr. Tannay's advocacy of reforms in religious matters and the minister defending the Church and replying Sr. Belisario's reply to Senator Dantas. In the Chamber Deputy Mancia Ribeiro moved for information regarding marriage celebrated by a Methodist pastor in Pará. Deputy Affonso Celso Jr. attacked the government on the little activity shown in affording assistance to the shipwrecked passengers of the *Rio Apa*. Dr. Dionísio Pompeu, Marcondes Figueira and the minister of marine spoke on the navy department estimates.

PROVINCIAL NOTES.

—Taubaté, São Paulo, is enjoying a season of small-pox.

—A beggars asylum was inaugurated in Bahia on the 29th ult.

—The town of Amparo, São Paulo, has raised 2,500\$ by subscription for a public garden.

—The June receipts of the Parahyba custom house amounted to 42,471\$152.

—The official value of the exports from the Amazon valley in May amounts to 2,058,676\$179.

—A little boy in Rio Clara, S. Paulo, recently found a dynamite exploder. He has only seven fingers now.

—On the 23rd ult. the Sred. bk *Bov* was cleared at Victoria, Espírito Santo, for New York with 4,000 bags coffee.

—The town of Santarém, on the Amazon, is again complaining of hunger. It has neither fish nor meat.

—On 30th June last the Amazon provincial treasury had a balance of 91,845\$610 in cash and 1,400\$ in bonds.

—The June receipts of the Vpauera from humidity amounted to 4,858\$375, against 7,411\$516 in the same month of last year.

—It would seem that the authorities of Santos have been quite as negligent in regard to small-pox as they were in Rio de Janeiro.

—The June receipts of the Rio Grande do Sul custom houses amounted to 455,194\$288, against 459,145\$720 in the same month of last year.

—The "city fathers" of Manaus, province of Amazonas, have been prosecuted, but they will probably suffer very little inconvenience from it.

—The province of São Paulo has taken in nearly 4,000,000\$ from the emancipation fund, but even that does not satisfy the *separatistas*. They want the whole fund, or nothing!

—The president of São Paulo signed a contract with the directors of the Sociedade Promotora de Imigração on the 22nd ult. for the introduction of 50,000 immigrants during the current fiscal year.

—The total number of immigrants arriving in São Paulo during the half year ending June 30 last was 15,735, making a total of 44,315 since January 1st, 1882. Ninety per cent. of these belonged to the Latin races.

—There appears to be a great exodus in São Paulo for the Paranaíba region where planters are taking up enormous plantations as fast as possible. Would it not be wise for the government to have the land surveyed and then sell it in small parcels?

—The latest production of the province of S. Paulo seems to be gaudies. There is one somewhere about S. Carlos do Pinhal that is a natural church, and another near Rio Clara that seems to completely eclipse the Mammoth cave in the United States.

—The province of Amazonas recently granted 3,600\$ for a gentleman to visit France, Belgium and other countries in Europe and America to concoct a scheme of education for the public. The amount seems very moderate in comparison to the labor involved.

—The São Paulo *Diário Popular* of the 27th ult. says that it had been informed through trustworthy sources that a secret session of parliament was about to be held to consider an impending war with the Argentine Republic and to vote the necessary credits for armaments.

—A Paranaíba correspondent of the São Paulo *Diário Mercantil* says that more than 200 planters will have purchased land for new plantations in that district during the year up to October next. It is claimed that the lands of this district are very fertile and free from frosts.

—On the 25th ult. the president of the province of Rio de Janeiro postponed the meeting of the provincial assembly to September 12th. The alleged reason is that pending a decision of the Cantagallo railway sale, the provincial Salons will be unable to properly appreciate the financial position of the province.

—The public agitation on the case of Ricarín, the mulatto caught passing counterfeit money, took place in São Paulo on the 23rd ult. The public prosecutor and counsel for the defense both agreed that there were no proofs against the prisoner, that he did not know the money to be counterfeit, and that he did not merit punishment. It is altogether a mysterious case.

—According to the first bulletin of the São Paulo census commission the population of the city of São Paulo, in December last, was 47,697, distributed according to parishes as follows: 86,121, Santa Efigênia 11,999, Consolidação 8,269, Brás 5,098, S. Bonifácio 3,607, O' 2,750, Penha 2,282. The total number of births (1886) was 9,135, showing an average of a birth over five to each house. The number of foreigners in the city was 12,280, of which 5,717 were Italians, 3,502 Portuguese and 1,877 Germans. The number of non-catholics was 1,325. The principal causes of death are diseases of the stomach and intestines. The increase in population since 1872 was 21,657, of which about 10,183 is from foreign immigration, 5,474 native immigration, and 6,000 from the natural increase of population.

—The July receipts of the Santos custom house amounted to 731,151\$507.

—The July receipts of the Parã custom house are reported by telegraph to have been 838,865\$580.

—We see by the *Journal* that the Netheroy water works contractors have suspended work because up to the present day they have not received a cent of pay. What right has a contractor to expect pay, anyhow?

—Rio Grande du Sul papers received here on the 1st notice the flight of the collector of provincial revenues at Bagé in that province. The supposition is that he is a defaulter as he had upon learning of the approach of an official examiner.

—The English embassy at Fortaleza, Ceará, published a 4-page paper in Portuguese on June 20th in commemoration of the 50th anniversary of Queen Victoria's accession to the throne of Great Britain and Ireland. It contains a list of the royal family, a sketch of the two preceding reigns by Dr. William Studart, and sketches of the life of the Queen and her long reign by the four native journals of the place.

—All the reports from the Rio Grande coast—and they are largely from officials—agree upon the fact that the beaches are swarming with meekers waiting for opportunities to plunder the weekly market during last month's storm. The crew of the *Catour* had to fire upon them to drive them away. They generally go armed and fight among themselves for the valuables washed ashore. They have been waiting for weeks for the wreckage of the *Rio Apa* and are on the watch day and night.

—The receipts at the Bahia custom house for the fiscal years 1885-86 and 1886-87 were as follows:

	1885-86.	1886-87.
Importation.....	8,336,175\$883	8,481,371\$988
Port dues.....	58,057 280	53,042 114
Exportation.....	1,269,391 552	1,131,281 481
Duties.....	39,048 771	44,537 142
Emancip. fund..	—	410,924 480
	9,642,673 486	10,124,757 111

—The export of rubber, for the first six months of the current year, from Pará is said to have been:

	kilos
United States.....	3,232,437
Liverpool.....	2,809,847
Liver.....	288,066

Total..... kilos 6,331,150

The crop for the twelve months, July, 1886—June, 1887, is estimated at 13,390,000 kilos, against 12,839,000 kilos, for July, 1885—June, 1886.

—The Minas provincial assembly is considering a proposition to encourage immigration after the São Paulo plan, with some modifications in favor of those who wish to buy lands. The province is to pay 100\$ for every person over 12 years of age, 40\$ for those between 7 and 12 years, and 20\$ for those between 3 and 7 years. The planter who sells his lands to immigrants in lots not smaller than 15 hectares will get 20\$ for every immigrant settled on them. Six colonies are to be established with lots of 15 hectares each, for which the price asked must not exceed 250\$. An immigrant's station is to be established at Juiz de Fora, and a credit of 1,000,000\$ is asked to start with, the money to be borrowed at 6 per cent.

—There is nothing like pure and unadulterated generosity! Some planters of Casa Branca, São Paulo, had a meeting a few days ago, when the following emancipation project was adopted: 1st, to liberate all slaves over 50 years of age on 31st December, 1889; 2nd, to liberate all between 40 and 50 years of age in July, 1890; 3rd, to liberate all the rest on 31st December, 1890; 4th, to require 6 months' service from the freedmen over 50 years with compensation at the rate of 100\$ (say 50\$) a year; 5th, to oblige the owners to serve one year on the same terms. Our planter was not satisfied with this and proposed universal emancipation on September 7th next, with a condition of three years' obligatory service at the rate of 100\$ a year. With such extravagant wages in prospect, no wonder the planters want 50 cents a pound for their coffee!

RAILROAD NOTES

—The São Paulo railway company is paying a dividend of 44650 a share for the last half year.

—The formal closing of the railway exposition at the Lyceio de Artes e Officinas took place on the 2nd inst. There was a large attendance of invited guests.

—On the 21st ult., the minister of agriculture refused the application of the D. Theresia Christina railway that the government should take over the road, or extend the privileges of the company relating to its zone.

—The minister of agriculture has asked for a special credit of 18,220,633\$096, of which 3,220,633\$096 is for the extension of the Bahia and S. Francisco line and 15,000,000 for the construction of the line from Bagé to Uruguaiana, Rio Grande.

—We see that Engineer Julio Pinhas managed to get a hearing on his Madeira and Mamoré railway surveys at the meeting of the Instituto Polytécnico on the 27th ult. We shall not be surprised to hear it chanted in church some day.

—Among other items the balance sheet of the Espinho Santo and Caaverellas railway and navigation company dated June 30th shows the following:

Steamers, lighters and 2 warehouses.....	1,500,420\$
Itapemirim railway.....	1,177,194
and on the other side:	
Banco Commercial.....	1,166,904
Capital.....	1,600,000

—Five decorations in the Order of the Rose have been conferred on Brazilian engineers and railway managers for services rendered to the state in the recent railway exposition. Dr. J. M. R. Lisboa, of the Mogyana, receives a *comendado*, and Dr. A. P. de Mello Barreto, of the Leopoldina, a *dignitário*.

—We are glad to note that the minister of agriculture has directed that Petropolis cheese shall hereafter be rated in special tariff No. 3, on the D. Pedro II line. There is nothing like having such important matters attended to by the minister himself. The traffic may possibly reach a hundred weight per annum.

—The following credits have been opened in the respective provincial sub-treasuries for the current half year: 1,000,000\$ for the "Recife a Caruarú" line and the "Recife a S. Francisco" extension (Pernambuco); 400,000\$ for the "Alagoas a Juazeiro" extension (Bahia); and 1,268,483\$ for the "Pinto Alegre a Carapary" line (Rio Grande).

—The total receipts of the Bragança railway, Pará, recently purchased by that province, for the last full year amounted to 25,034\$020, while the expenditures were 59,088\$743, leaving a deficit of 34,054\$723. For the calendar year 1886 the receipts were 58,644\$580 and the expenditures 145,142\$595, leaving a deficit of 86,498\$015 against the company then owning the line. The director of the line is now proposing to reduce the number of trains from seven to four per week.

—According to the report of the minister of agriculture the government railways represented on 31st December last the following amounts:

Batarié.....	4,858,717\$601
Camocim to Sobral.....	3,506,780 714
Recife and S. Francisco ext. and	
Recife to Caruarú.....	24,048,421 813
Paulo Afonso.....	6,813,319 523
Bahia extension.....	13,807,869 220
D. Pedro II.....	97,807,073 491
do extension.....	9,549,618 002
do Onia Preto branch.....	3,439,378 800
Rio do Ouro.....	917,083 994
Taquary to Carapary.....	21,507,591 729
Total.....	187,216,694\$947

There is no statement of what was sunk in surveys, etc. on the Madeira and Mamoré scheme but it could hardly have been less than 300,000\$, and was probably more.

COFFEE NOTES

—We hear that Santos is actually overflowing with coffee, and the problem of how and where to store it is sorely perplexing the dealers.

—The *Gazeta* of Piracicaba, S. Paulo, says that the planters of S. Paulo have resolved not to ship coffee over the Itanaia line until the company completes its extension to that municipality.

—The *Diário de Santos* says that the July coffee receipts at Santos were 77,584 bags, against 66,164 last year. The clearances (including 587 consignees) were 58,521 bags, against 176,365 last year.

—The São Paulo *Diário Mercantil* of the 26th ult. contains a letter from the new Pernambuco district, praising its great advantages, especially for coffee cultivation, and giving a partial list of the planters who have recently procured large tracts of land for coffee plantations.

Our attention has been called to the articles (paid for) in the *Journal* of the 29th ult. One states that there is next to no coffee; the other alleges bulging bag-supples. Certainly if there is no coffee, it is useless to hold it back; the fact is that the newspapers teemed with just such articles immediately prior to the collapse of the well-remembered staircase. An inference may be drawn.

—A New York correspondent of the *St. Louis Globe*, writing under date of June 16th in reference to the coffee panic, says: "Outsiders claim that the firm (Arnold & Co.) has been carrying 500,000 bags of coffee for Rio de Janeiro operators, known as the Brazilian party. The Brazilian party started to buy coffee after the Gruner-Cousman syndicate advanced the price from 8 cents to 18 cents a pound, and since then the Gruner syndicate have been hoards on the market, and are said to have initiated all their long stuff on the Brazilians."

—In an office to the minister of agriculture, dated the 11th ult., the director of the D. Pedro II railway calls attention to the recent increase in the shipments of coffee from Lafayette (Quebec). Minas Gerais. Therefore the production of coffee beyond Juiz de Fora has been very limited, the soil, climate and distance not being favorable. Since the opening of the Lafayette station on the 22nd April, 1884, there have been considerable shipments of coffee from that neighborhood, which appears to be very favorable for its production. During the last half year these shipments aggregated 146 tons (metric), or double those for the preceding three years.

—Our friends of the new "merchandise liquidating society," as the new coffee exchange is called, will excuse our impudence, but we are really getting tired of waiting for the show to open. When is the liquidation to begin? Just now would be an extremely favorable time to start the machine, for there would not be the slightest risk of embarrassing the liquidators with too much business. The rumor is that it is deemed advisable to wait until the Rio market gets down to the level of foreign markets, but this surely must be a mistake. The Rio speculators who have the courage to go to New York and buy market after 18 cents had been passed, are certainly afraid of nothing under the sun.

From the *N. Y. Commercial Bulletin*, June 24

ARNOLD & COMPANY.

The principal interest of the Coffee Exchange yesterday was centered in the report of the committee appointed at the previous afternoon's meeting of Arnold & Co.'s creditors, at which time a statement was made and handed over to this committee for examination, as reported in the *Bulletin*. At yesterday's meeting an attendance of 30 out of the full number of 33 creditors was secured, and the statement with offer of settlement was unanimously approved.

Arnold & Co.'s liabilities amount to \$775,000, and their nominal assets, consisting principally of claims on Rio and the Western States, amount to \$960,000. After a careful and eminently satisfactory and clear investigation of the statement, the following proposition was accepted: Fifty cents on the dollar is the basis of settlement, payable as follows: 30 cents cash, 10 cents in four months, 5 cents in six months, and 5 cents as soon as collected.

The members of the Committee were unanimous in their expression of entire satisfaction at the rigidly accurate and straightforward character of the account under examination, and nothing but sincere regret was expressed for the going down of this well-established and in every way trustworthy house, that owes its failure simply to a misfortune as sudden as it was formidable.

The Committee will remain intact, and assist in the necessary detail of carrying out the terms of settlement.

COFFEE MIXING.

The following clipping from the New York *Commercial Bulletin's* "Grain and Trade" report of June 24 will be interesting reading to those who are trying to maintain high prices for coffee on the grounds of a short crop. It confirms what we have been urging upon dealers, that high prices will decrease the consumption of the bean and lead to mixtures for reducing the cost to consumers. These "mixtures" are not necessarily deleterious, and as they largely reduce the cost of coffee they will be, as was the case twenty odd years ago, very popular. The clipping is as follows:

The advanced prices for coffee have undoubtedly lessened the consumption of the "true berry," but it is hardly to be expected that consumers throughout the country have given up the fragrant stimulant of early morning, or reduced the quantity they have been usually accustomed to. The "true berry" certainly comes high, but the benevolent mixer tries to the fore as a public benefactor and prepares a substance that passes with many as genuine, and, being placed at "a price within the reach of all," finds ready sale for the composition, thereby supplying a want and carrying out fully the policy of "live and let live." If statistics of the stock of ground "coffee" that has passed out in this way could be gathered, the figures would no doubt prove a surprise even to those who are engaged in the "industry," but individuals retain their own secrets and would probably exhibit an insulted feeling if approached on the subject of the proportions of their business.

LOCAL NOTES

—The new gasometer in Villa Isabel is nearly completed.

—The U. S. S. *Albatross*, Capt. McGregor, arrived here on the 25th ult., from the Cape of Good Hope.

—We regret to note that the Austrian consul at this port was on the ill-fated *Rio Apa* which was lost off Rio Grande on the 12th ult.

—The Emperor has given 100,000\$ toward the establishment of a meteorological and seismographic service along the coast.

—Mr. John T. Miller, vice-consul general of the United States at this port, died of small-pox at the Gamaliel hospital on the 29th ult.

—Comte de S. Salvador de Mattosinhos, president of the Banco Commercial here, returned on the *La Plata* on the 29th from Europe.

—An employee of the English Bank is supposed to have attempted suicide on the 30th ult. He fired five shots into a wall, and cut his head a little with the sixth ball.

—If our figures are correctly copied from the bulletins issued by the brokers' board, the exchange brokers had a high old time of it during the last crop season.

—We are sorry to say that the coat of whitewash so much needed by the Imperial Chapel has not yet been applied. The city palace is getting very rusty also.

—A Buenos Aires telegram of the 3rd reports the sanitary condition of that city as bad. If our neighbors do not take care they will have another visitation of cholera.

—It would appear that the whole world is paralyzed because of an impending duel between Jules Ferry and General Boulanger. Both want to fight, and both want to avoid risk, and both are likely to make gigantic fools of themselves.

—*Propos* of street signs; a harrier in one of our side streets exposes as a sign, a *fine tooth comb*! The intention is not entirely clear, for the sign may be either a warning, or an invitation.

—The fitful and timid manner in which the streets are repaired seems generally to consist in dumping a cart-load of sand and then leaving it there until passing vehicles distribute it.

—On the 2nd the railway exposition was formally closed by the minister of agriculture in the presence of the Princess Regent. Besides the medals and certificates granted exhibitors, the managers of the exposition have received sundry decorations.

—The vacancy in the United States consulate-general at this port, occasioned by the death of Mr. John T. Miller, will be filled by Consul Chas. K. McCall, of Santos, until the return of Consul-General Armstrong. Mr. McCall took charge on the 1st inst.

—A telegram from Paris, dated 31st ult., and published in the *Gazeta de Notícias*, states that a doctor had declared the Emperor to be suffering from a *glycemia* with a diminution of memory, without any material alteration of the brain, which prognosis is favorable.

—A public funeral service is to be held at Montevideo on the 10th in memory of the *Rio Apa* victims. The good people of that city have certainly taken the lead of Rio de Janeiro in sympathy for the dead, probably because they are less interested in protecting the living.

—We have no intention of excising any one's religious beliefs; but when a subscription is proposed to provide fireworks and music for the *festa* of Our Lady of the Glory to induce her to intercede for the prevention of cholera, the thought is suggested that the money might be better employed in sanitary precautions.

—An unfortunate black woman set fire to herself on the 1st and was terribly burnt. The police authority was called in, decided the woman was dead, had her placed in a coffin and removed to the Morgue. On the arrival of the corpse at its destination, it came to life and the miserable sufferer was sent to the hospital.

—Under date of the 29th ult. the Princess Regent issued general pardon for all military desertions of the first and second degrees, including all those now under sentence, and providing those now at large return to their respective commands in one month from the date of publication of this decree in the *comarca*, where they are residing.

—Some months ago a small *renda* was opened on one of the side streets not far from Rua do Catete, and over the front door was painted, in large letters, the legend "*esperança no futuro*." We regret to note, however, that the poor grocerman's "hope in the future" has proved a broken reed, for the auctioneer took possession a few days ago and sold out everything that was left.

—There were 2,394 immigrant arrivals at this port in June, including all 3rd-class passengers, of which 1,056 were Italians, 959 Portuguese, 165 Spanish, 123 Germans, and the remainder of diverse nationalities. In addition to these 287 passed through for Santos and S. Francisco, making a total of 2,681 arriving in the country. The departures for foreign ports during the month numbered 813.

—Who has charge of public decency here? The police have not evidently, for there is not a day passes that the organs of sight and those of the nose are not assailed immediately within the compass of the similar public organs. The side of the D. Pedro II theatre during performances there would disgrace a Hotentot village and even the elaborate government printing office serves purposes for which it was not intended. Yet there is always a strong police force at the theatre.

—We are glad to note that the Associação Industrial is awakening from its long Rip van Winkle sleep, and is proposing to again take a hand in the engineering of a Brazilian exhibit in a foreign exposition. It proposes to organize such an exhibit for the Paris exposition of 1889, which will be first exhibited here. The amount asked from the Treasury is only 438,000\$, of which 180,000\$ is for a building on the Campo São Anna, 120,000\$ subsidy, 18,000\$ for expenses in the provinces, and 120,000\$ aid to exhibitors abroad.

—We are glad to hear that the Royal Mail Co. has resolved to build a large new steamer of great speed for this service, which will have all the most recent improvements. The *Elbe* is to have new engines and will be thoroughly refitted, which will make her one of the best and fastest vessels running to Brazil and the River Plate. All the steamers in this fleet are to be fitted out with the electric light as soon as possible, and no expense is to be spared in keeping up the high reputation for speed and comfort which the Royal Mail vessels have always enjoyed. We shall hope that steady improvements in trade will accompany all these efforts to meet the requirements of travellers and shippers.

<i>Parthia</i>	Cardiff	
<i>Phallos</i>	Antwerp	17 June
<i>Palinos</i>	Blyth	21 June
<i>Paras</i>	Antwerp	
<i>Percepsora</i>	Cardiff	23 June
<i>Prince Regent</i>	Liverpool	10 May
<i>Pasant</i>	London	
<i>Quercus</i>	Cardiff	
<i>Rafaelina</i>	Perth	27 June
<i>Rossella Smith</i>	New York	
<i>Serene</i>	Baltimore	16 June
<i>Shirley</i>	Cardiff	
<i>Sir Henry Lawrence</i>	Puget Sound	
<i>Supreme</i>	Cardiff	3 June
<i>Syntherisma</i>	Brunswick	18 June
<i>Sarak</i>	Swansea	
<i>Successa</i>	Mentel	4 July
<i>Turritia</i>	Gefle	24 May
<i>Utrina</i>	Cardiff	18 June
<i>Union</i>	Cardiff	
<i>Umanima</i>	New York	
<i>Utrina</i>	Pensacola	
<i>Victoria</i>	London	
<i>Vata</i>	Blyth	1 July
<i>Vat</i>	Pensacola	28 May
<i>Zubritra</i>	Brunswick	

MINIMUM		CIRCULATION		DENOMINATION		INTEREST	ORIGINAL VALUE	LAST SALE	LAST QUOTATIONS
33n,675,100,000	129,478,900,000	} Apolices.	100,000	Jan	July	5 %	200=1,000	943,800	914,500=915,000
50,000,000,000	2,113,400,000		do	do	do	4 %	1,000,000	—	—
19,000,000,000	110,000,000		do	do	do	3 7/8	1,000,000	1,745,000	—
10,000,000,000	20,627,500,000		Gold Loan of 1968	Apr.	Oct.	4 1/2 %	1,000,000	1,120,000	—
11,885,000,000	8,520,000,000		Province of Rio de Janeiro.	Jan.	Jan.	6 %	1,000=500	100 9/16	96 9/16=100 9/16
10,212,100,000	7,929,600,000								
HYPOTHECARY NOTES									
e	5,445,300,000	Brasil.	June, Dec.			5 1/2 %	100,000	89 9/16	89 9/16
	4,500,400,000	Credito Real do Brasil.	Jan	July		5 1/2 %	100,000	89 9/16	89 9/16
	3,197,000,000	do	do	do		5 1/2 %	100,000	89 9/16	89 9/16
	5,000,100,000	do de S. Paulo	Apr.	Oct.		5 1/2 %	100,000	88 7/16	88 7/16
	5,391,300,000	Predial.	May	Nov.		5 1/2 %	100,000	84 1/16	84 1/16

CAPITAL.	SHARES.	ISSUED.	VALUE.	PAID UP.	NAMES.	RESERVE FUND.	LAST DIVIDED.		LAST QUOTATIONS.
							LAST PAID.	PAYD.	
500,000,000	9,500	All	500 \$	All	Auxiliar.	22,949,713.8	190 \$000	103 \$000	July 1887
13,000,000	165,000	All	500 \$	All	Comercial do Rio de Janeiro.	7,009,215.01	238 \$000	9 0000	July 1887
12,000,000	60,000	30,000	200 \$	All	do do do a series.	1,900,281.51	201 \$000	10 0000	July 1887
2,000,000	All	30,000	200 \$	80	do do do a series.	—	225 0000	10 0000	July 1887
12,000,000	60,000	30,000	200 \$	100	Comercial do Rio de Janeiro.	1,724.49	2 0000	3 0000	July 1887
—	—	15,000	200 \$	150	Comercial do Rio de Janeiro.	1,056,000.00	715 0000	10 0000	July 1887
20,000,000	100,000	12,000	50 \$	60	Credito Real do Brazil.	8,652.70	60 0000	1 0000	July 1887
2,000,000	10,000	500	50 \$	50	do do do de S. Paulo.	110,714.443	165 0000	6 0000	July 1887
6,100,000	50,000	All	50 \$	60	Delegatere.	—	60 0000	2 750	July 1887
10,000,000	100,000	All	50 \$	100	English Bank, Limited.	6,200,000.00	125 0000	4 170	July 1887
1,000,000	10,000	All	100 \$	100	Industrial Mercantil.	949,000.00	170 0000	10 0000	July 1887
1,000,000	50,000	All	200 \$	10	Internacional.	60,000.00	100 0000	3 500	July 1887
4,000,000	5,000	All	200 \$	10	London and Brazilian, Limited.	4,200,000.00	270 0000	10 0000	April 1887
1,000,000	5,000	All	200 \$	10	Mercantil de Santos.	500,000.00	65 0000	6 0000	July 1887
1,000,000	5,000	All	200 \$	10	Prefeital.	130,000.00	65 0000	6 0000	July 1887
1,000,000	5,000	All	200 \$	10	Rural e Hypothecario.	2,124,349.35	380 0000	10 0000	July 1887
1,000,000	5,000	All	200 \$	10	Union de Credito.	—	—	—	July 1887

DATE	NAME	WHEREFROM	CONSIGNEE TO
July 23	Neva Br	River Plate 356	Royal Mail
	Baltimore Gr	Bremen ² 261	Hay & Co
	San America Ital	Genoa ² 261	A. Fioria
	Pracida Gr	New York ² 261	B. Johnston & C
	Humbolt Br	Liverpool ² 261	Norton, M & W C
	Others Br	Liverpool ² 261	
	Portena Fr	A. Lehigh & C	
	Valparaiso Gr	River Plate 248	B. Johnston & C
	Pennsylvania Br	South America ² 181	Royal Mail
	V. de Marañ Fr	Havre ² 261	A. Lehigh & C
	Galeson Br	River Plate 248	Norton, M & W C
	San Antonio Br	Santos 202	A. Lehigh & C
	La Plata Br	Santos 202	Royal Mail
	Niger Fr	River Plate 248	Mess. Maritimes
	Halley Br	Liverpool 223	Norton, M & W C
	Pennamoor Gr	Hamburgh ² 261	E. Johnston & C
Aug. 1	V. de Cadix Fr	Guayaquil ² 261	Royal Mail
	Regina Ital	Genoa ² 261	In distress
	Gaming Fr	P. Alegre ² 61	Norton, M & W C
	Albion Fr	Albion ² 261	B. Johnston & C
	Leipzig Gr	River Plate ² 261	A. Lehigh & C
	Gulf of Papua Br	Liverpool ² 261	Wilson S. S. & C

DATE	NAME	WHERE TO	CARGO
July 23	Ordoñez Fr	River Plate	Sundries
23	Alices Jr	Buenos Aires	Raw Wool
23	Plato Jr	Santos	Sundries
24	Neva Br	Southampton	do
25	Good America Ital	River Plate	do
25	Buenos Aires Gr	River Plate	do
25	Sully Fr	River Plate ⁺	do
26	Potenza Fr	Havre ⁺	do
26	Balkavare Gr	River Plate	do
27	Valparaiso Gr	Hamburg ⁺	do
27	Aconagua Jr	Liverpool	do
27	Galileo Jr	Southampton ⁺	do
28	Saambyth Br	Liverpool ⁺	do
29	Niger Fr	Batoum ⁺	do
29	V. de Santos Fr	Havre ⁺	do
30	Chatham Br	Puerto Alegre ⁺	do
31	La Plata Jr	River Plate	do
Aug. 2	Provence Fr	do	do
2	Pernambuco Gr	Santos	do
3	V. de Cadix Fr	do	do
3	Leipzig Gr	Bremen ⁺	do
3	V. de Alarcan Fr	Santos	do

NAME	TONNAGE	ENTERED	WHITH	CONSIGNEE
<i>American</i>				
Shug Neil White...	593	July 26	Baltimore	Okell, M. & W.
Shug J. H. Ingalls...	572	Aug 28	of Main.	L. Carvalho & Co
Shug E. S. Powell	558	Aug 2	Baltimore.	Phillips Bros & C
<i>British</i>				
Sh. R. Rudolph	1372	June 1	Liverpool...	Gas Co.
Sh. Qk. Victoria...	1365	...	Glaxgow...	Watson, R & C
Sh. P. Lucien...	1549	July 1	Cardiff...	Norton, M & C
Shug Harmana...	150	...	Trafalge...	To master
Sh. E. E. Barrill...	143	...	Swansea...	Stess, Maritimes.
Sh. Gettysburg...	1024	...	Newark...	D. Pedro II R R
Sh. Brimaga...	93	...	Madras...	G. F. Salois
Sh. ...	343	...	Rosario...	C. Goudreau & C
Sh. Dalharna...	97	...	Newport...	D. Pedro II R R
Sh. P. Umberto...	1400	...	Cardiff...	Wilson Sons & C
Sh. ...	1570	...	Cardiff...	In cargo
Sh. Leylon...	943	...	Cardiff...	D. Pedro II R R
Sh. Woodville...	74	...	Rangoon...	Lamara & Gunnat
Sh. Norcross...	877	...	Rangoon...	Alvares, P. & C
Sh. Pangoon...	829	...	Rangoon...	D. Pedro II R R
Sh. Lizzie Barrill...	1188	...	Rangoon...	Wilson Sons & C
Sh. Snowdrop...	159	...	Gasphe...	Zenlia & Silveira
Sh. Comscopia...	118	...	Goose...	Unghalhas & H.
Sh. Robin...	100	...	Pasque...	Zenlia & Silveira
Sh. President...	950	...	New York...	V. Clemente & C
Sh. ...	1034	Aug. 26	Cardiff...	Hamilton & Poro
Sh. P. Frederic...	969	...	Cardiff...	Pecher & C

K Anna	496	July 3	Rosario	To order
<i>German</i>				
K Concord	374	July 2	Drammen	G. W. Gross & C
J. M. Buck	179	July 23	S. Chiz	F. B. Tavira
<i>Norwegian</i>				
V Veneria	656	June 29	do Sal	Ferreira Pinto & C
M Mathide	1795	30	Cardif	Wilson Sons & C
K Miner	419	July 2	Brunswick	F. Clemente & C
V Vintand	462	21	Roa Viza	Ferreira Pinto & C
V Vintand	462	21	do Sal	Ferreira Pinto & C
A Avanti	386	11	Liverpool	J. Moore & C
C Cio	524	28	Gelle	G. W. Gross & C
M Mr. Luther	793	28	Pensacola	C. Phillips Hus & C
V Vintand	419	28	Namou	G. W. Gross & C
A Amal	467	26	Macao	G. E. Salina & S'va
C Campbell	1132	30	Newport	Mess. Maritimes
V Vintand	273	30	Arredil	C. Hecker & C
O Ogan	259	Aug. 1	Lavon	J. Moore & C
G Spener	273	Aug. 1	Marsell	Avenier, D. & C

C. Intra	658	June 10	Osborn	V. Leone, M. & C.
C. Triumpho	457	21	Op-orto	V. Leone, M. & C.
Alenor	445	July 3	Bôa Vista	Teixeira & C.
Alice	997	4	I. de Natio	Braga & Roa
G. Teixeira	4-6	9	Brimswick	A. T. Rodrigues
America	930	16	Lisbon	Costa, Santos & C.
G. H. de Freitas	275	28	Hamburg	To order
Swedish				
Erato	581	July 1	1 do Sal	Ferreira Pinto & C.
Messiva	274	28	Westwick	C. Hecksher & C.
Brage	241	28	Macão	In distress

[illegible]

Shipping.

THOMAS NORTON'S
OLD REGULAR LINE OF SAILING PACKETS
BETWEEN THE
UNITED STATES AND BRAZIL PORTS
Established in 1865
Loading Berth: Covered Pier No. 17, East River.
For Freight and General information apply to
Thomas Norton,
104 Wall St., New-York.

Insurance.

GUARDIAN FIRE AND LIFE
INSURANCE CO.

Agents in Rio de Janeiro
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LONDON AND LANCASHIRE FIRE
INSURANCE CO.

Agents in Rio de Janeiro
Watson Ritchie & Co
No. 25, Rua de Theophilo Ottoni.

PHENIX FIRE OFFICE.

Established 1782

Agent in Rio de Janeiro
E. W. May,
RUA DO GENERAL CAMARA No. 2,
Corner of Rua Visconde de Itaboraity.

HOME AND COLONIAL MARINE
INSURANCE CO.

Agents for the Empire of Brazil
Norton, Megaw & Co.
No. 82, Rua 1ª de Março, Rio de Janeiro.

THE MARINE INSURANCE COM-
PANY LIMITED.

Capital..... £1,000,000 sterling
Reserve fund.... £ 440,000 "

Agent in Rio de Janeiro
E. W. May,
RUA DO GENERAL CAMARA No. 2,
Corner of Rua do Visconde de Itaboraity.

COMMERCIAL UNION ASSURANCE
COMPANY, LIMITED, OF LONDON.
FIRE AND MARINE.

Fire Risks..... Marine Risks
Authorized 1870..... Authorized 1864.
Agents for the Empire of Brazil
Wilson Sons & Co. Limited.
No. 2 Praça das Marinhass.

ROYAL INSURANCE COMPANY,

LONDON AND LIVERPOOL.
Capital..... £2,000,000
Accumulated Funds.... £5,245,104
Insures against the risk of fire, houses, goods and merchandise in every kind at reduced rates.
John Moore & Co. agents.
No. 8, Rua da Cariacaim

BRITISH & FOREIGN MARINE
INSURANCE COMPANY, LIM'D.

Capital..... £1,000,000 sterling
Agents in Rio de Janeiro
Swanwick & Gordon,
39, Rua General Camara. Telephone No. 427.

NORWICH UNION
FIRE INSURANCE SOCIETY.

Established 1797
Losses paid..... £5,500,000
Agents in Rio de Janeiro
Swanwick & Gordon,
39, Rua General Camara. Telephone No. 427.

Steamships.

LIVERPOOL, BRAZIL AND RIVER
PLATE MAIL STEAMERS.
UNDER CONTRACT WITH THE
BELGIAN AND BRAZILIAN
GOVERNMENTS.

August Departures:
To New York:

Ship	[Every Saturday]	Aug. 6th
Strius	[If cargo offers]	13th
Rosse	do	20th
Olives	do	27th
Hulley	do	

To Southampton:

Ship	Aug. 15th
Ruffon [Belgian Mail Steamers]	22nd
Mashbyne	

For Other Ports:

Ship	Aug. 15th
Tycho Brahe Antwerp and London	22nd
Lazell New Orleans	

To Rio Grande Ports:

Ship	As announced.
Chatham	
Oranienburg	

LAMPORT & HOLT,

21 Water Street, Liverpool

ARTHUR HOLLAND & Co.,
17, Leadenhall Street, London

Freight and passages apply to
Agents—Norton, Megaw & Co.
No. 82 Rua 1ª de Março

Wm. R. McNiven.

Rua 1ª de Março No. 35.

ROYAL MAIL
STEAM PACKET COMPANY.

Under contracts with the British and Brazilian
Governments for carrying the mails.

TABLE OF DEPARTURES,
1887

Date	Steamer	Destination
Aug. 9	Trent....	Southern and Antwerp, calling at Bahia, Macao, Pernambuco, St. Vincent, Lisbon and Vigo.
" 17	Montego	Santos, Montevideo and Buenos Ayres
" 24	La Plata....	Southern and Antwerp, calling at Bahia, Pernambuco, Lisbon and Vigo.

This Company's steamers leave Southampton on the 9th and 24th of every month and arrive in Rio de Janeiro on the 28th and 16th, proceeding to the River Plate after the necessary delay.

The steamers homeward continue to leave Rio on the 9th and 24th of every month.

Freight and passages apply to
E. W. MAY, Superintendent.

Rua do General Camara No. 2,

(Corner of Rua Visconde de Itaboraity).

UNITED STATES AND BRAZIL
MAIL STEAMSHIP CO.

CARRYING THE U. S. AND BRAZILIAN MAILS

SAILINGS FOR NEW YORK

ADVANCE, Capt. Lord, 21st Aug.
FINANCE, Cap. Baker, 21st Sept.

The fine packet

ALLIANÇA,

Captain BEERS,
will sail 11th August at 2 a. m. for
NEW YORK

calling at

BAHIA, PERNAMBUCO, MARANHÃO,
[entering the two last named ports]
PARÁ, BARBADOS and ST. THOMAS

Passages

To	Cabin	Storage
Liverpool.....	\$220	gold
New York.....	\$145	\$75
" & back....	\$280	"

For passages and information apply to

Wilson, Sons & Co., Limited, Agents
No. 2 Praça das Marinhass

And for cargo to

W. C. Peck,
No. 6, Praça do Commercio

TRAPICHE VAPOR.

Receives Goods in bond according to Table No. 7 of the custom house regulations.

Rua da Gamboa No. 10 & 12.

Telephone Call, No. 39.

Banks.

ENGLISH BANK
OF
RIO DE JANEIRO
(LIMITED)

HEAD OFFICE IN LONDON
BRANCHES:

Rio de Janeiro, Pará, Pernambuco, Santos,
São Paulo and Porto Alegre.

Capital.....	£ 1,000,000
Ditto, paid up.....	500,000
Reserve Fund.....	500,000

Draws on
THE LONDON JOINT STOCK BANK,
and transacts every description of Banking business.

LONDON AND BRAZILIAN
BANK, LIMITED.

HEAD OFFICE: LONDON

BRANCHES:
LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA,
RIO DE JANEIRO, SANTOS, SÃO PAULO,
RIO GRANDE DO SUL, PELOTAS, MONTEVIDEO,
AND NEW YORK.

Capital.....	£ 1,000,000
Capital paid up.....	500,000
Reserve fund.....	500,000

Draws on:
Messrs. GAYN, MILLS, CURRIE & Co.,
LONDON,

Messrs. MALLET FRÈRES & Co.,
PARIS,

Messrs. J. H. SCHRÖDER & Co.,
HAMBURG,

BANCO INTERNACIONAL
DO BRAZIL.

22, Rua da Alfandega, 22

Capital..... 20,000,000\$000

President
Visconde de Figueiredo
Managing Director
Edward Herdman, Esq

This bank draws on
Messrs. N. M. Rothschild & Sons—London
Messrs. De Rothschild Frères—Paris

Deutsche Bank..... Hamburg
Berlin
Bremen
Frankfurt of Main

Banque d'Anvers..... Antwerp
Rome
Genoa
Naples
Milan
and other Italian cities

Banca Generale, and agencies..... Madrid
Barcelona
Cádiz
Malaga
Valencia
and other cities in Spain and the Canary Islands

Banco Hipotecario de Espana, and agencies..... Lisbon
Oporto
and other Portuguese cities

Banco de Portugal, and agencies..... Buenos Ayres
Montevideo
New York

English Bank of the River Plate, Limited.....

Messrs. G. Amsinck & Co.....

This bank exchange on all points. Grants letters of credit for travellers and for commercial purposes. Receives consignments of coffee and other produce for shipment, and advances on some as agreed upon. Advances made on office and other merchandise in accordance with the statutes of the bank, and transacts every other description of banking business.

CRASHLEY & Co.,

Newsdealers and Booksellers.

Subscriptions received for all the leading English and American newspapers and periodicals. Agents for
The European Mail.

A large assortment of English novels, of the Trenchard Edition, of the Franklin Square Library and of the Lovell Library constantly on hand.

Views of Rio and neighborhood.

Orders received for Scientific and other books.

Agents for *Loughe's Rubber Shells.*

Dealers in *Altkind's, Piesse & Luthi's and Royal Pragerer's* and *Peat's Soap.*

No. 67, Rua do Ouvidor.

ACCOUNTS FOR SALE.

In the absence of facilities for the collection of small accounts the *TIPOGRAPHIA ALUNA*, No. 79, Rua Sete de Setembro, is obliged to offer a few unpaid and apparently uncollectable accounts for sale. The first of these is one for a balance of account against the

Companhia União Telephonica,

dated 28th August, 1886, and amounting to \$24.00
The second is a virgin account against

William Pahl, Shipbroker,

dated 16th November, 1886, and amounting to 42\$ 00.
No reasonable offer refused.

Note.—These accounts will be capital investments for the reserve funds of public companies, as it will be somewhat difficult for directors to realize on them.

WENCESLAU GUIMARÃES & Co.

WINE MERCHANTS.

Importers of
Oporto, Douro and Lisbon wines of the best quality
in bottles or in casks, and under the private marks of the house
Sole Agents for

A. LEMOS GONÇALVES, Exporter of Madeira Wines;
G. PEREIRA & Co., Bordeaux;
E. RIVY MARTIN & Co., Exporter of Cognac
Dealers in
Burgundy, Rhine and Mosel wines, Sherris, Champagne
Cognacs and liqueurs of the best brands.

Rua da Alfandega, 83.

RUBBER HAND STAMPS

and
Metal-Bodied Rubber Type.

S. T. LONGSTRETH,
Office and workshops:
No. 15, Travessa do Ouvidor, 1st floor.
Caixa no Correio No. 966. Rio de Janeiro

D. K. POMROY & Co.

COMMISSION MERCHANTS.

Ship and Steamship stores.
Wholesale and Retail Dealers in Cms.
No. 1, Rua de Belém,
P. O. Address: Caixa 24. Pará, Brazil.
Cable Address: "Pomroy, Pará."

FOR SALE.

A Miller's Patent Fire-proof Safe, in prime working order, with duplicate keys, inside lock drawers, etc., etc. Has been in use for some time and will be sold at a large discount on original cost.
For particulars inquire at this office.

SITUATION WANTED.

A lady wishes to give lessons in English in all its branches, also French, drawing and music. Address F. 75 Cosmo Velho, Laranjeiras.

FAHNESTOCK'S
"B. A."
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